

Today's Advertisements.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

18TH AND FINAL DRAWING.

INTEREST DUE AND DRAWN BONDS OF this LOAN will be PAYABLE at the OFFICES of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 2nd day of September, 1895. Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, Agents issuing the Loan, T. JACKSON, Chief Manager.

Hongkong, 31st August, 1895. [11/2]

GOVERNMENT NOTIFICATION.

No. 373. The Closed House and Sanitary Dwelling Ordinance, No. 15 of 1894.

COCKLOFTS AND CUBICLES.

1. NO permission will be granted under the provisions of sub-section 2 of section 7 of Ordinance No. 15 of 1894 for the erection or continuance of MEZZANINE FLOORS, STORIES or COCKLOFTS in ROOMS PARTITIONED or divided off into separate compartments unless the following conditions are complied with:—

- The Premises are constructed and maintained in a satisfactory sanitary condition.
- Such Mezzanine Floor, Storey or Cockloft is situated on the Top or Ground Floor of Premises.
- In the case of Top Floors such Mezzanine Floor, Storey or Cockloft does not exceed more than one-half of the floor area of the room, and has a clear space above it of not less than eight feet and below it of not less than nine feet measured vertically. When the roof has no ceiling or the measurement shall be made from the level of the floor up to half the vertical height of the rafters over such Mezzanine Floor, Storey or Cockloft.
- In the case of Mezzanine Floors, Stories or Cocklofts on Ground Floors that do not comply with the conditions specified in the preceding paragraph, no permission will be granted for their continuance except for Storage purposes only, and provided that the space so encroached on by such Mezzanine Floor, Storey or Cockloft shall not be included in the calculation of the cubic capacity of the room available for habitation.

2. It should be noted that, under the provisions of sub-section 2 of section 8 and Eye-law 7 under section 13 of this Ordinance, the partition walls of every separate compartment must not be of a great height than 8 feet, and must leave a space between the top of the partitions and the ceiling or underside of the joists of not less than 4 feet, and that such space must not be closed except with wire netting, iron bars, lattice work, or carved wood work arranged in such a way as to leave at least two-thirds of such space open and as far as practicable evenly distributed.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th August, 1895. [11/73]

GOVERNMENT NOTIFICATION.

No. 376. FOR SALE.

THE Steam Launch CHARLES MAY, built of Teak-wood in 1880, by the Hongkong and Whampoa Dock Company, Limited. Length over all 71.5 feet, Breadth 11.7 feet, Depth 6.6 feet. Engines—Compound surface-condensing, Cylinders 10" and 18" x 12" stroke. Speed 9 knots. New steel boiler, W.P. 110 lbs., and extensive overhaul to engines and hull, &c., by the Hongkong and Whampoa Dock Company, Limited, in January 1894. May be inspected on application to the Inspector of Water Police, Tsim Sha Tsui. Tenders will be received at this Office until Noon of TUESDAY, the 24th proximo.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 31st August, 1895. [11/74]

NOTICE.

THE Undersigned is prepared to Purchase on the HOUSEHOLD FURNITURE, New or Second-hand, in any quantity.

JUAN ABRAHAM, c/o VILLA, LOPEZ & Co., 23, Stanley Street.

Hongkong, 31st August, 1895. [11/75]

FOR SHANGHAI.

THE Steamship "NANYANG."

Captain F. Schulz, will be despatched for the above Port on TUESDAY, the 3rd September, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 31st August, 1895. [11/76]

"GLEN" LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.

THE Steamship "GLENKARN."

Captain Murray, will be despatched for the above Port on MONDAY, the 2nd September, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 31st August, 1895. [11/63]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship "GLENAVON."

Captain Norman, will be despatched for the above Port on SATURDAY, the 7th September, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 31st August, 1895. [10/63]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "NAMOA."

Captain Roach, will be despatched for the above Port on TUESDAY, the 3rd September, at Daylight, and not as previously notified.

For Freight or Passage, apply to DOUGLAS LAUREN & Co., General Managers.

Hongkong, 31st August, 1895. [11/68]

FOR MANILA (DIRECT).

THE Steamship "AMUR."

Captain Meare, will be despatched for the above Port on MONDAY, the 2nd September, at 4 P.M.

Taking Cargo and Passengers at through rates for transshipment at MANILA for BARCELONA, CADIZ, SANTANDER and other SPANISH PORTS.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated mid-ship, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to VILLA, LOPEZ & Co., Agents.

Hongkong, 31st August, 1895. [11/59]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship "SUNGKIANG."

Captain C. B. N. Dodd, will be despatched for the above Port on TUESDAY, the 3rd September, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1895. [11/65]

BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [11/7]

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS with HINTS FOR GARDENING have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

sowings should be made in FINE WEATHER, and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each, at 1/7.5; 25 lbs. at 3/4.5; 50 lbs. at 6/4.5.

Directions for use are given on the Label.

RAMBOLD'S "NEW PARIS" LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 12th August, 1895. [10/63]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 31, 1895.

THE ALIEN QUESTION.

In the early part of this century England was protectionist and exclusive in all things. British ships must be owned, officered and manned by British subjects. Only British ships could trade to British colonies. Aliens had no rights other than the right to protection of life and property and the protection of the law. They could not be members of any guild or corporation or work at certain trades, as only freemen could be tradesmen and none could be freemen but the sons and apprentices of freemen. Free Trade has changed all that, and almost the only restriction now existing of all those mentioned or suggested in the regulation of the violation of which is so frequently winked at—that British ships must have British owners. The rule now is to buy in the cheapest and sell in the dearest market, and so far as the law is concerned a man may employ in his ships, in his office, in his workshops, and factories, any man he likes irrespective of his nationality, and at whatever wages he can get him to serve for. Every man can carry on his own business in his own way and with what hands he pleases. Therefore no Englishman has any right to employment in preference to any other national on any British ship as officer or seaman, or cook, or to any government appointment (excepting such political appointments as, *ex necessitate rei*, can only properly be filled by men owing allegiance to the Sovereign) or any employment in any business or manufactory. The question to be decided by the employer is—who will do the best work for the least wages? This may be right or wrong; that is not the question, but it is now the accepted policy of the nation based on the best opinions of political economists and on the experience of several generations. There have been symptoms of revolt against this doctrine, but it is still in the main unshaken. No man, therefore, British subject, naturalized foreigner, or alien, has any better right than any other man to employment under government, or in a merchant's office, or bank or on board ship. It is a question of the best man for the work and the cheapest, and if employers have reason to complain they have only themselves to blame. They have in their selection of their men sacrificed quality in consideration of a lower wage, and they have overdone it. Quality and cheapness combined constitute the measure of fitness. Portuguese resident here, whether still owing allegiance to their own Sovereign or British by birth, or naturalized, have no more and certainly no less right to employment than any one else. An absolute foreigner who arrived here yesterday, if competent, of good character, and cheap, has as good a right as any to a vacant billet. That is as things stand. It may be argued that it is not a proper state of affairs and that it will bring serious evils in its train, but that is not the question. Free Trade prevails, and that is what free trade means. Portuguese are able and willing to work for less than Britishers will work for and they are as fully competent to take certain berths and may even do the work better than the Briton. If so, they will get them. If the competition between the Portuguese for such berths increases with the increase in their numbers, wages will get lower and lower until it will pay no person of European birth and education to seek these employments. With the lowering of wages, there will come in time a lowering of the class of Portuguese who offer themselves. They will be less well fed, well clothed, well educated, for want of means, and complaints will soon arise. At last the time will come, and has come, in Hongkong when men will work for less, for nothing, and for years, in the hope of earning the reversion of a fairly well paid billet. It is a disgrace to the Government that it should have been so, but so it was, and even the paid clerks were squeezed down to the lowest wage possible. Most of the juniors were given salaries on which it was impossible for them to live decently. Hence indebtedness, capriciousness, and sometimes theft. It is possible to get your labour too cheap, and the Government, supported by the public, has frequently done so. Now it is beginning to find that it does not pay. Our Portuguese friends are to blame too. They have over-crowded the market and entered into such keen competition for every vacancy that they have ruined the market for themselves. They must turn their attention to trades and handicraft and acquire clerkships. There is a pride of race among them that is out of place in this Free Trade generation, and if they crowd in this Colony for employment they must themselves go in for all employments and not confine themselves to a single métier—that of clerks and book-keepers. There are no Portuguese carpenters, joiners, shoemakers, cabinetmakers, blacksmiths, journeyman engineers, or so few as to be not worth counting. Why not? Will Mr. Braga answer that? Let us suggest some remedy, consistent with a policy of free trade for the improvement of the position of his compatriots. We advise

and detest that hateful feeling so common, alas! among Englishmen, of race prejudice and colour prejudice, and deprecate any manifestation of it in theory or in practice. It prevails, we know, to a considerable extent. We have had some recent manifestations of it; but it is not the real cause of the complaints against the Portuguese, nor of their very real grievances. They lie deeper.

NOTES AND COMMENTS.

We are sorry to hear that the Navy League is not "catching on." Comparatively few names have been sent in to Mr. Mitchell, and there are frequent inquiries as to what good the Navy League can do, or is intended to do, and as to what assistance the members of the Hongkong branch can render to the parent association, and what they are to get here for their money. The annual subscription is about \$10, of which \$2.50 will be remitted to London, and \$7.50 be retained in the coffers of the League here.

The object of the Navy League is to secure that "the command of the sea" shall be the primary object of the national policy, at home and abroad, under all circumstances, and in all contingencies and no matter what party may be in power. It is to teach the people of Great Britain that the existence of the empire as an empire, their own existence as a free people, their trade, commerce, manufactures, wealth, comforts and standing depend absolutely and entirely on the maintenance of that naval supremacy which has been England's boast for so many generations, and to open their eyes to the fact that if the command of the sea is once lost to them they will lose with it all that they value most. It is to bring home to the democracy of England—the true rulers of the country—that they are dependent for the food they eat on their power, either actual or presumed, to keep the high seas against all the world.

The Navy League proposes to accomplish this end by the collection and diffusion of information on all these points, in season and out of season, until the lesson has been thoroughly learned. It further proposes to make a study of our naval requirements and to keep the Government Departments alive at all times to the progress of the science and art of naval warfare and to the deficiencies of British naval preparations, and to the progress and improvements made by other nations. Its motto is—"Agitate, Agitate, Agitate," and its instruments are the usual instruments of all agitators—close study of the questions involved, lecturing, teaching, writing, publishing. Of course the main work of the League must be done within the United Kingdom. The same is true of the Chinese Association, the Straits Association and all others of a similar kind. The branches can only indirectly aid in the work, but that aid may be very valuable. Let us suppose that the Council of the League are urging on the government at home that England's fleet in Eastern waters is not efficiently, not sufficiently numerous. If the Straits Settlements and Hongkong are voiceless on the subject, that alone may be, in the mouth of an unwilling statesman, a sufficient answer. If Hongkong and the Straits Settlements are urging the same view on the government with all the power of their combined voices; are furnishing information and statistics and experiences in support; are themselves agitating with all their energy and ability, how much effective will the action of the home association be? If an Australian branch gave tongue as well, the force would be irresistible. The Hongkong branch will be furnished for its money with all available publications on naval questions by the League at home. It will, on its side, collect and furnish all possible information as to our position and needs in these eastern waters. It will take upon itself to agitate specially for adequate naval strength out here, and will speak with authority and knowledge on the requirements of the fleet, and the work it has to do. It might be able, on occasions, to render active assistance in money, or influence, or advice in the defence of this port and of its trade. It would certainly be able to ensure that if the port and the neighbouring waters were not adequately guarded it would not be through ignorance or for want of information. A branch of the Navy League here, if properly supported and properly managed, might even start or support a school for the training of seamen in Hongkong. Seamen are the great want of the Navy, and a port of this importance ought to be able to maintain and support a training ship.

But before the Hongkong branch of the Navy League can do any good it must be efficiently managed by a Chairman and Secretary who are enthusiastic in the cause, who know something of the subject, take an interest in it, and will work at it perseveringly and zealously. The question of the Navy must be thoroughly worked up and proper steps taken to bring it, in all its phases, before the members, and to keep up and increase their interest in it. The Hongkong branch of the Navy League will be useless if it is to be managed as the Hongkong branch of the China Association has been worked. Dr. Cantle's management of the "Odd Volumes" is something more like what is wanted. We hope sincerely that the Council of the Navy League will not be compelled to report that in this the second or third most important port in the Empire an effective branch of the League could not be formed, and there was no one in the place competent or willing to take upon their shoulders, and carry out effectively, the duties that must necessarily devolve on the organizers of an Association of its manifest importance.

LOCAL AND GENERAL.

JAPAN has a written history extending over 3,500 years.

CAPT. BENTINCK of the Rifle Brigade is, we hear, shortly going to Japan on furlough, as of late he has not been in the enjoyment of very good health.

THERE will be a special service for children in Union Church to-morrow, commencing at 4 p.m., when the Rev. G. J. Williams will address the congregation.

THE Royal Engineers' Sports, which were to have been held this afternoon in the Wellington Barracks, have had to be postponed owing to the inclemency of the weather. The various events billed consisted chiefly of aquatic sports.

THE Tokio *Tokyo Shimbun* has asserted in several articles of late that some orders for the construction of Japanese war-vessels should be placed with the dockyards of the United States. Our vernacular contemporary states that the American builders are confident that they will be able to execute orders as cheaply and as efficiently as contractors in Europe.

THE Yokohama *Box of Curios* says, in reference to the recent lamentable suicide of Mr. Brackenbury the late H. and S. Bank, that it is rumoured it was owing to his inability to keep his set of books at the Bank correctly, and could not stand what he considered would be humiliating in having to lose his position through his inability, that he committed the rash act.

THE Observatory official report—On the 30th at 10.10 p.m. two lanterns were hoisted vertically. On the 31st at 4.15 a.m. black south cone was hoisted indicating the existence of a typhoon to the South and less than 300 miles from the colony. At 10.15 a.m. the typhoon was moving westward and was to the South of Hongkong in about 19 degrees latitude. At 11 a.m. the barometer was rising and fresh E breeze and squally and showery weather prevailed.

THE British troopship *Tamar* arrived here from Yokohama yesterday evening and will shortly be fitted up to relieve the *Victor Emanuel* as receiving ship. On 15th June she left England for Hongkong. On arrival here the engines were found to be in such good condition, owing to the constant care and supervision of Fleet Engineer Locke, who was especially appointed to the ship for the voyage out, that much to the disappointment of her crew an extension of the voyage to Hakodate with relief for the Fleet was decided on. However, doubtless 48 hours at the delightful port of Yokohama on the way back again in some measure made amends for the wearisome voyage accomplished since leaving "Merric England."

In our last issue we mentioned the fact that several shocks of earthquake had been felt here about 5.45 p.m., and we were able to publish at the same time a telegram from our Canton correspondent stating that an earthquake had been felt at Canton at 5.45 p.m. We naturally concluded that Dr. Doberck would to-day furnish some interesting information on the subject in his daily meteorological report. Not so, however. All he states therein is—"Earthquake shocks were felt here at 5.45 p.m. on 30th, and several times during the night." This is beautifully short and sweet, but it shows, nevertheless, that our star-gazers were on the *quiver* all night, otherwise they would hardly have asserted that shocks were felt during the night. But we don't want to know what happened during the night. What we should like to know is something about the direction and duration of the oscillations and how yesterday's quakes compare with previous earth-tremors in this part of the world. Probably in next month's Observatory report we shall find some information on the subject and that will be better than never getting anything at all. In the meantime it may interest our readers to know that the earthquake shook up Canton, or rather the Shamonee, rather severely. Lots of residents, when they heard their windows rattle and saw books fall off book-shelves and lamps swinging, bolted out in the street. Chinese bolted like wild people in every direction, and one wily Celestial is reported to have hidden himself under the family umbrella in a garden and stopped there trembling with fear and shouting to Buddha to save him, until the mosquitoes drove him indoors. From all this it appears that the oscillations were more pronounced in Canton than in Hongkong. The superstitious natives say this earthquake is the precursor of terrible events in the Celestial Empire in the near future.

ONE of the latest inventions in connection with the electric light, a silent call, several times and hotels in London have already been supplied with this useful commodity. Two lamps are suspended outside the building, one red and the other green, and by pressing a knob in the entrance hall one or other of the lamps can be lit at will. The red light calls a four-wheeler, and the green a hansom.

APPROXIMATELY of extravagance in the army, the following mess bill dated 1895, is instructive and interesting:—"Share of mess guest 2/3d, 1s. 6d.; two cigars, 10d.; luncheon, 2s.; share of His Royal Highness Prince George's luncheon, 6d.; three breakfasts, 3s. 9d.; one cigar, 5d.; two cigars, 10d.; luncheon and soda water, 1s. 11d.; shortest dinner, 1s. 11d. Total, £2. 8s. 10d." The bill is that of an officer of the Royal Artillery, and is taken from a volume of military reminiscences.

ALL Cromwell's descendants in the direct male line are extinct, but according to the *World* he is the lineal ancestor through females of a numerous progeny. Among the peers who descend from Cromwell are Lords Ripon, Chichester, Clarendon, Cowper, Mesley, Lytton, Walsingham, and Amphilil, and among the eldest sons of peers who so descend, are Lord Courtenay (heir to the earldom of Devon), Lord Stanley (heir to the earldom of Derby), Lord Clifton (heir to the earldom of Darby), Lord Devon, Lady Derby, Lady Darley, Lady Baltham, Lady Rosely, Lady Lytton, Lady Latham, Lady Isabella Wetherhead, Lady Amphilil, and Lady Northwick are likewise his descendants. So are Sir John Lubbock and half a dozen other baronets, Mr. Charles Villiers, the Father of the House of Commons, and Mr. Montagu Villiers, the Vice-Chancellor, and other notable names.

THE Mission steam-ship *Day-Spring* will call alongside vessels hoisting red flag at C. between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

COMPOSITORS are supposed to be able to decipher all kinds of handwriting. On this point Mr. Robert Clark, the Edinburgh printer, used to tell a story. Professor Lindsay Alexander came into his office one Friday with the manuscript of a sermon. "You must let me have proofs of this to-morrow," he said. Mr. Clark told him the time was too short. He must give them a few days longer. "No," he said; "I must preach this sermon to-morrow. It is a special sermon. I wrote it a year ago, and now I can't make out a word of it."

THE Japanese Minister of State for Finance, according to the *Chuo Shimbun*, thinks that one of the first duties of his office is to provide cheap capital for agriculturists and industrialists. Investigations show that the loans contracted by these two classes throughout the empire aggregate 30 million yen, and that the rate of interest is from 10 to 15 per cent. Handicapped by such a burden, farmers and manufacturers cannot hope, in Count Matsukata's opinion, to compete with their Western rivals, or even with their neighbours the Chinese. His programme, therefore, is to bring cheap capital within their reach by establishing two great banks, an Agricultural Bank and an Industrial Bank. The latter has been proposed to the Diet. The former would have branches in all the cities and Prefectures. No statesman has done more for Japan than Count Matsukata in the way of bringing cheap money within reach of enterprises, and diverting capital from unproductive to productive channels. This scheme of an Industrial and a Commercial Bank is understood to have been entertained by him four years ago, but an opportunity to carry it satisfactorily into practice has not yet presented itself. In the interests of the country, we say the semi-official *Yokohama Specie*, to be hoped that the project will soon become an accomplished fact.

THE South Australian Register, under the heading "Diplomatic Panacea," recently published a long article, intended to show that the treaty of commerce with the Powers was a concession to the terms of the Treaty of Shimonoseki, must not be accepted as an indication of Japanese weakness, but rather of her astuteness. It says:—"There is good reason to think that their (the Japanese) compliance was a 'curtain scene' in every way worthy of their astute action throughout." It will probably be found that their policy was influenced by the following weighty consideration—Russia, France and Germany, and especially the first-named Power, have virtually made themselves parties to the treaty of Shimonoseki. China, an accomplished shuffler, will be "assisted" to pay the indemnity with punctuality, in itself matter of some moment to Japan; and, whatever course the Celestial Empire may in her extremity take to relieve herself of her present liabilities, she is not likely to regard with too friendly an eye the Power urging her from behind to pay up, and striving to exact terms for any assistance rendered her. . . . To dam back Russian advances will be as much an object with China as with her late conqueror, and the forces of the two Eastern Powers, so combined and effective by Japanese tactics, will be able to offer an irresistible opposition to Muscovite aggression. The Jap. (it may safely be concluded), has "bucked down" because he has got all that he wants for the present, and because he can make sure, not only of keeping it, but of adding in future to what he has already secured.

THE relations between Russia and China have created much uneasiness in the various columns, by reason of the many probabilities to which they naturally give rise. The *Sydney Daily Telegraph*, alluding to Russia guaranteeing the Chinese indemnity loan, says:—"The news should not be treated lightly. It would imply that Russian agents have again overplayed the Russian hand, and that China, about to place herself unreservedly in Russian hands. For China to assign to Russia a first charge upon Customs revenues amounting to some three and a half millions annually in return for a loan for so small an amount, is to give away the power to issue any further loans upon the same security completely. It is not only that the assigned revenues amount to considerably more than 20 per cent. annually upon the amount of the loan, but if Russia obtains a priority over the entire tangible revenue in this way it will preclude any further loan being raised upon the security without Russian consent; and Russia would know how to take advantage of such a position when it suited her. That the Chinese Government would willingly have surrendered themselves is hardly to be thought of; but it is quite possible that the draught may have been sweetened by the intimation that if China yielded on this point she could escape from any further obligations to Russia, and that country could not venture to approach ports the first fruits from which were the property of Russian agents. There can be no question that Russia is resolutely bent upon strengthening her position upon the shores of the North-Western Pacific, and to control the treaty ports of China would be a great point gained. Upon any slip being made, she could, at any time, proceed to enforce her rights."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MR. BRAGA'S LETTER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—It is not with a little interest and pleasure that I read the letter on "The Rights of Aliens in the British Empire" in your yesterday's paper, and I pride myself on the acquisition of a defender of the Portuguese Community of Hongkong. The sound and sterling arguments based on good authority convinced me forcibly and beyond doubt that the writer has mastered the subject thoroughly and put forward in a most emphatic and comprehensive manner our rights and our wrongs hitherto borne.

Please convey to Mr. J. P. de Braga through your kind medium my warm and sincere admiration, appreciation, and thanks for his very able writings which are freely endorsed by the community and.

"YOUR HUMBLE SERVANT."

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on MONDAY, the 2nd September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 24th August, 1895. [1145]

Intimations.

MR. CHADWICK KEW,
(LATE OF POATE & NOBLE.)
HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & CO.
Teeth filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [1754]

TO SHIPMASTERS.
STEAM WATER-BOAT COMPANY.
THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DICK and BOILERS.
The only Company in Hongkong exclusively supplying FILTERED WATER.
Despatch Guaranteed. Call Flag "W."
J. W. KEW & Co.,
15, Praya Central.
Hongkong, 17th November, 1894. [1787]

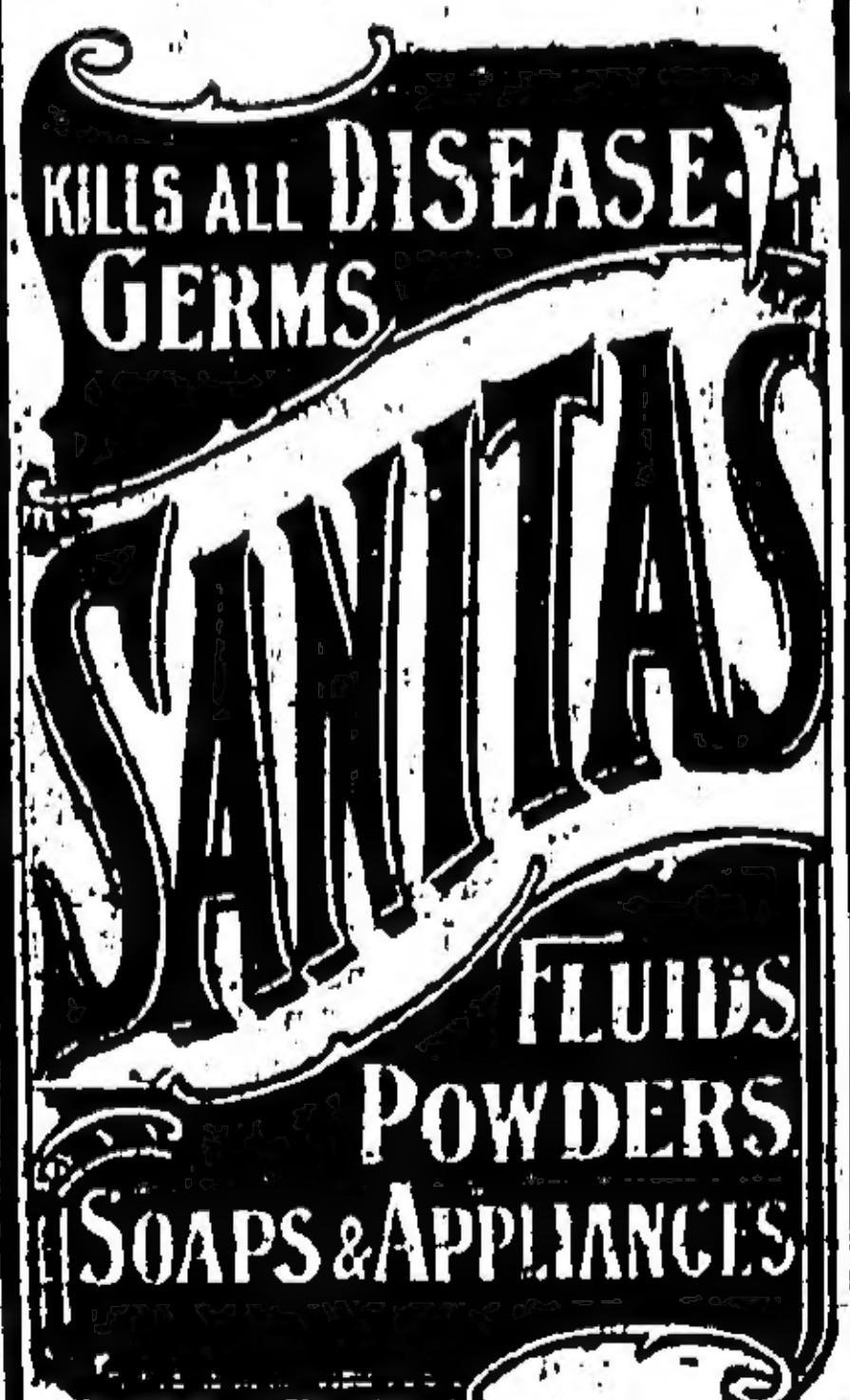
CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches, awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [1788]

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [1789]

NOTICE!

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:
ADAM W. SPIES, Amer. bk. Capt. Field—Order. ANANDAL, Brit. str. Capt. Milne—Shewan & Co.
FRED. P. LUTHERFIELD, Amer. bk. Capt. Chadburn—Master.
GEO. S. HOMER, Amer. bk. Capt. Hemson—Arnold, Karberg & Co.
LYNDHURST, Brit. 4-m. ship, Capt. Martin—Gibb, Livingston & Co.
P. N. BLANCHARD, Amer. bk. Capt. Blanchard—Siemssen & Co.
SERRANO, Amer. bk. Capt. Waterhouse—Chalmers.

The Most Perfect
Disinfectant
Known to Science.



**Fragrant,
Non-Poisonous**
Does not Stain or Corrode.

"I consider the 'Sanitas' preparations to be excellent, and I use them in my own house."
(SIR) CHARLES A. CAMERON, M.D.,
F.R.S.C., &c.
Vice-President College of Surgeons, Ireland.
Medical Officer of Health for Dublin.

Pamphlet will be sent free on application to the Office of this paper, or to
GIBB, LIVINGSTON & CO.,
HONG KONG.

Intimations. ONE MINUTE PLEASE!

Are you open to buy some Choice Cigars? If so here they are—

PERFECTOS—CILINDRADOS
LONDRES.

MILLIONS SMOKE THEM.

QUALITY AND PRICE UNEQUALLED.

THE BEST JUDGES NOW OBTAIN THEIR SUPPLIES FROM

WATKINS & CO.,
APOTHECARIES' HALL, 64, Queen's Road Central, Hongkong.

THE
CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL
METROPOLE,
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of residing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO.

SOCIETE FRANÇAISE DES EXPLOSIFS, PARIS.

DYNAMITE

No. 1 Blasting Gelatine, No. 3 Dynamite, Gelatine Dynamite, Gelignite, Detonators, and all necessary appliances, can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Apply to JOHN D. HUTCHISON, Esq., HONG KONG.
Agent for M. OPPENHEIMER & Co., PARIS.

BUSINESS NOTICE.

COAL MERCHANTS AND CHARTERERS,
No. 44, PRAYA CENTRAL.

THE Undersigned having started in Business as

COAL and TEA MERCHANTS, STEVEDORES and STOREKEEPERS,

are prepared to Supply Steamers with COAL, STORES, &c., &c., at moderate prices and respectfully solicit the Patronage of the Shipping Community.

WING CHEONG & Co.,
No. 44, Praya Central.

CHUN WING TONG,
Managing Partner.

A YON, Business Manager.
Hongkong, 1st August, 1895. [1026]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS and VIEWS
a specialty.
Hongkong, 22nd September, 1894. [120]

HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE SPARS and LUMBER
Always on Hand.
L. MALLORY,
Hongkong, 24th June, 1895. [826]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1894. [394]

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly
assistant to Dr. ROBERTS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE
Hongkong, 27th July, 1895. [14]

THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE
Hongkong, 27th July, 1895. [14]

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Hongkong, 27th July, 1895. [14]

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QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE
Hongkong, 27th July, 1895. [14]

THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

For Sale.

**SPANISH
WINES.**

THE Undersigned having been appointed
SOLE AGENTS in HONGKONG and
CHINA for the

COMPANIA VINICOLA DEL NORTE DE
ESPAÑA, Bilbao,
ARVILA Y CA., Cadix,
and

BANQUE MENTHA, Jerez de la Frontera,
The Actual Producers of the Finest and
Finest Wines in the World, are now in a position
to Supply the Residents of HONGKONG and
COAST PORTS, with the *Guaranteed* choice
direct from SPAIN, and hitherto unobtainable
in these parts.

The following WINES are now in Stock—
RIOJA CLARETE.
A pure sound Claret of Excellent Aroma;
in casks (6 doz. quarts, about),
at \$27.50, or bottled at \$6 per doz. quarts.
JEREZ ORO.
A Light Dry Sherry of Fine Flavour,
at \$7 per doz.

JEREZ "COLON."
An Excellent, Drier Sherry, absolutely pure,
at \$15 per doz.

JEREZ TATARABUELO.
A Delicious Wine, 30 years in the wood, highly
appreciated by Connoisseurs,
at \$30 per doz.

JEREZ "NECTAR."
A very Old Wine, 1784, full bodied; a splendid
tonic, at \$40 per doz.

AMONTILLADO VINO.
Specially prepared for Invalids and delicate
constitutions, at \$10 per doz.

MOSCATEL PURO.
A most delicious beverage of guaranteed purity
and perfect flavour, at \$13 per doz.

VINO TINTO.
Ordinary Red Spanish Wine, received direct
from the growers. A sound, healthy wine
for everyday use.
In quarter casks (12 doz. bottles) at \$30 per cask.

Lovers of Genuine Unadulterated Wines have
now an opportunity to satisfy their tastes,
obtaining their supplies direct from producers,
and thereby avoid intermediate profits.
The Origin and Absolute Purity of the above
Wines are guaranteed.
Sample Bottles will be supplied to consumers.
VILLA, LOPEZ & Co.,
Agents.
Hongkong, 3rd May, 1895. [194]

FOR SALE.

JAPAN HAND-MADE PAPERS,
JAPAN PRINTING PAPERS,
JAPAN COPYING PAPERS,
JAPAN WALL PAPERS,
&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Under-
signed.

MITSUMI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, 3rd January, 1894. [28]

LEVY HERMANOS,
AND AT
SHANGHAI, MANILA, HIOLO AND PARIS.

JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS,
&c., &c., &c.

GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

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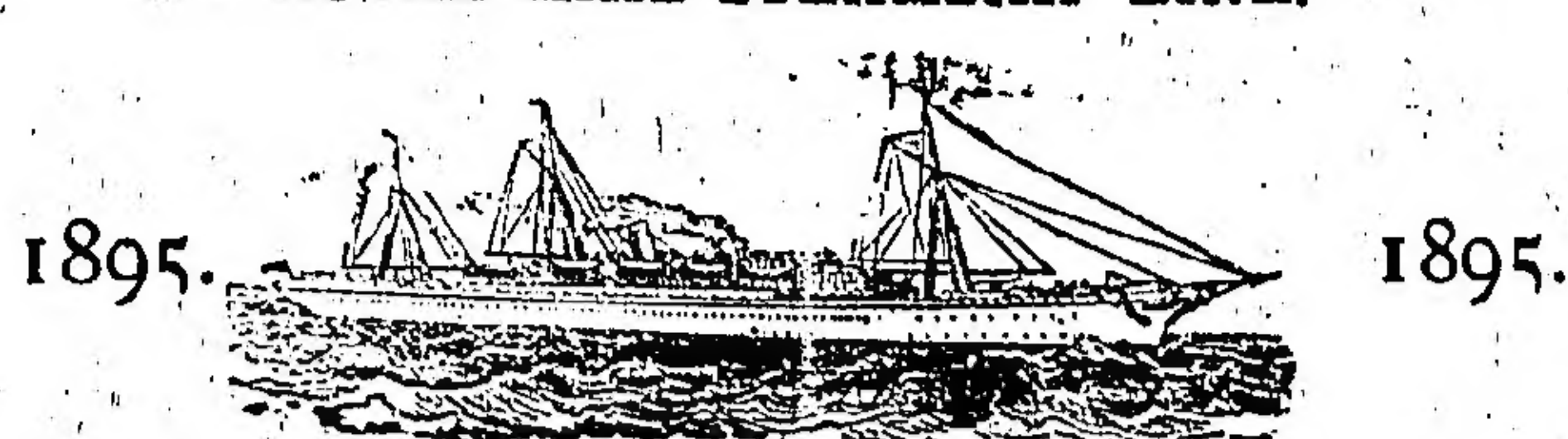
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Opposite the Telegraph Office.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 4th September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and across the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, &c.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 14th August, 1895.

D. E. BROWN, General Agent,
Pedder's Street. [3]

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Saturday, 28th Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama & Honolulu) ... Thursday, 17th Oct., at Noon.

Gaika (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, 5th Nov., at Noon.

THE Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on SATURDAY, the 28th Sept., at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 26th August 1895. [2]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1895. [10]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAFFINOS GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 16th July, 1895. [144]

Mails.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(Subject to Alteration.)

Mount Lebanon | Saturday | 14th Sept.
Altmore | Tuesday | 15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON," will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 14th September.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co., Agents.
Hongkong, 17th August, 1895. [924]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: ALBANY, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Oldenburg | Monday | 15th Sept.

Karlsruhe | Monday | 14th Oct.

Prinz Heinrich | Monday | 11th Nov.

Frederick | Monday | 10th Dec.

Sachsen | Monday | 6th Jan.